

not be quite so easy for anyone to obtain a license. Everyone knows perfectly well that the "handicapper" to make or mar a sports gathering. If the open spirit is a gift for one (should he be spinning) the bulk of the men will stop away. The mile or the half-mile may be rather more open to the ordinary observer, but directly one gets amongst the runners themselves they have usually found someone on 130 yards, say, for whom the race is a gift. More often than not betting is at the bottom of spoiled handicaps, and when we come to seek for the cause we shall find the athletes themselves to blame. At times I almost despair of seeing the purification of the path brought about. All the petty meannesses and subterfuges that one can possibly imagine are practised in amateur athletics, and men in the North, Midlands, and South are trying their utmost from year to year to clear out the wrong ones. The task, to my mind, is as heavy to-day as it ever was, although I am hopeful that in the coming season we shall see the good effects of recent legislation. One of the most ludicrous errors coming under my notice was in connection with the Blackley mile, the winner of which was given a thumping, big start in another mile flat a short time afterwards and of course won in a common cause. The explanation of the handicapper was that he was unaware of the winner at the famous Yorkshire Athletic gathering. The man who knows not Blackley and its athletic events should have no hand in such important affairs as handicapping.

ADMIRAL DEWEY'S MARRIED LIFE.

IT'S LITTLE WORRIES.

"When a man's married his trouble begins" is an aphorism the truth of which Admiral Dewey no doubt concedes by now. He was accorded a magnificent reception on his arrival at New York, but when after his wedding he proposed to make his wife a present of the residence which his admirers had provided him with, something of a reaction set in, and since then he has been subjected to various little worries, one of which is called attention to in a recent issue of the *Chicago Record*.

Our American contemporary observes:—"We are having more trouble about the Deweys. If the public would let Mrs. Dewey manage her own affairs, or if she would let the public manage them for her, it might be more satisfactory to one side or the other than the present arrangement, under which Mrs. Dewey has assumed command and is leaving her way while the public is doing the 'kicking'."

Just at present the New Year's arrangements are not satisfactory. To go back a little, when Mrs. Dewey married a popular idol, everybody went to call upon her, expecting to have an opportunity of visiting with, or at least staring at the aforesaid idol, as well as shaking hands with his wife, but they were disappointed. She was "not at home" to her old friends. Then the lion-hunters all expected that the admiral would accompany her when she returned home calls. Something else happened. With the aid of a stationer and a lot of postage stamps Mrs. Dewey returned her visits "by card." Every woman who had called upon her received a nice little piece of bristol-board, bearing Mrs. Dewey's name engraved with the most fashionable style of type, in a little white envelope, from the letter-carrier. Some people were gratified to get even that amount of notice, but others were roaring mad and called the wife of the admiral disagreeable names.

"Among the early announcements of New Year's day ceremonies, one that excited a great deal of pleasure was that Admiral Dewey and his wife, like President and Mrs. McKinley, would open their house to the public of all sexes, address and condition, and receive their congratulations; and everybody who had the curiosity to see Admiral and Mrs. Dewey at home decided to go; but now, for some reason or another, the arrangements have been changed, and Mrs. Dewey announces that she will not be "at home" with the admiral on New Year's day, but will receive her gentleman friends at the residence of her mother, attended by her sister, the wife of Capt. Ludlow, and her sister-in-law, the wife of John R. McLean, who ran for governor of Ohio last fall. No ladies are expected. This was almost enough to cause a riot, and people are beginning to write indignant letters to the newspapers, just as they did when the admiral gave Mrs. Dewey his house.

But the Deweys themselves are not entirely happy. Mrs. Dewey has been determined to lead the line at the white house reception on New Year's day, but Mrs. Miles will have that honor, as usual. There will be no change in the usual programme. The order of reception will be the same as it has been ever since anybody can remember. The members of the diplomatic corps, attended by the officials of the department of state, will come first; then the judiciary and the congress; then the army, led by Gen. and Mrs. Miles; next the navy, led by Admiral and Mrs. Dewey; and then the other officials of the government. The Deweys thought they ought to walk ahead of the Mileses because they are admirals and rank with the general of the army, two grades ahead of the Mileses, who are only major-generals, but the rule has always been that the departments of the government shall be received in the order of their rank and establishment, and the war department leads the navy department by many years. Admiral Dewey has contested this point with a good deal of earnestness, and has even carried it to the president, who decided against him—but everybody says his wife sent him, and that he would never have gone for himself.

THE LAST YEAR OF THE CENTURY.

WHAT THE CHINESE AMBASSADOR SAYS. Sir Chihchen Lofenglin, the Chinese Ambassador to England, writes to the *Morning Post* a letter on the century question, which is exercising the minds of many people just now:—"I submit (he says) that the twentieth century begins on 1st January, 1901, and not on 1st January, 1900. Suppose I were desirous of ascertaining how many years ago the Emperor Fo-Hi, the first author of our famous 'Book of Changes,' ascended the throne of China, I would naturally ascertain in what year B.C. his accession took place and add that to the present year. Now Fo-Hi came to the throne 2953 B.C., which, added to 1899, equals 4852, which is the number of years ago that Fo-Hi began to reign, and agrees with the Chinese chronology. Had there been a year 0 in the reckoning Fo-Hi would have begun his reign 4853 years ago, but 0 never did represent a year or any other space of time. It is nothing but a point, and has no parts or magnitude.

"We may see an exact analogy to this if we look at the map of the world. There the equator is marked 0, while the degrees of latitude north and south of it are numbered 1 to 90 consecutively. But 0 is not a degree or even a minute, or even a second of arc; it is nothing but a line, i.e., length without breadth, separating northern latitude from southern latitude. Similarly in the Roman and Centigrade thermometers 0 is not a degree of heat or cold; it is only the line making the freezing point and the division between frost and thaw on the plus and subtraction expressions of temperature. In China we have two ways of calculating years, which may be called the Imperial way and the historical way respectively; the former is for the purpose of showing respect to the Emperor, and by it we reckon every notable event having occurred in such and such a year of such and such an Emperor's reign. During the present dynasty, which began to reign 255 years ago, there have been nine Emperors. Consequently the question, 'When does the first year of the reign begin?' crops up so frequently that it has ceased to present any puzzle to us in China. I need hardly remark that each reign begins with the year 1 and never with the year 0. The second way consists in the employment of cycles of sixty years, which are denoted by us, not by figures as with you, but by sixty different combinations or names. These cycles may be said to furnish a rough parallel to your centuries. But as there is no such thing as a zero (0) in the combination or name, the confusion that arises with your employment thereof could not possibly arise with us. To put the case even more simply, the twentieth century naturally begins where the nineteenth century leaves off. This brings us up to the further question: When did the nineteenth century begin? and finally by working backwards we arrive at the query: Did the first century A.D. commence immediately on the conclusion of the first century B.C.? If so there obviously never was a year 0, and if so the first, nineteenth, and twentieth centuries all began or began on the years 1, 1801, and 1901 A.D. respectively."

Nearly 6,000 refugees at Marienburg and Durban are in receipt of relief. The cost of relief will shortly amount to £2,500 a week.

Discussing the way in which the Postoffice authorities wish at the convenience of millions of war through their territory, the "Globe" says:—"We cannot doubt that the Foreign Office will at once address a forcible protest to Lisbon. If it has the form of an ultimatum, all the better."

M. Delcasse, French Minister of Foreign Affairs, has received a letter, signed by 125 French residents in London, protesting strongly against the insults offered to the Queen by a section of the French Press, and also against the action of "certain English journals in collecting and publishing everything that is unfavourable to France."

A wonderful triumph of surgery has just been achieved by Dr. Hermann Von-Schrotter in the Medical Department of the University of Vienna (says the correspondent of the "Daily Chronicle"). A boy aged twelve had swallowed a piece of lead of the size of half a sovereign, which, passing through the trachea, descended into a bronchus of the second order. Dr. Schrotter extracted the piece of lead without tracheotomy, and even without using anaesthetics; the operation was nevertheless quite painless. This, it appears, is the first time that a bronchus of the second order has been penetrated and a foreign body extracted from it without a dangerous surgical operation. The extraction was effected throughout under the guidance of Dr. Schrotter's eyes. First by means of the Röntgen Rays the piece of lead was discovered located at the height of the fourth rib; then Kilian's (Berlin) bronchoscope was in the ordinary way introduced into the trachea and electrically lighted up, and the piece of lead was at last extracted by a pincette expressly constructed for the purpose. Professor Kilian has succeeded only once in introducing his bronchoscope into a bronchus of the first order, and then only by performing tracheotomy.

UNPRECEDENTED SUCCESS!

DR. SCHLOSSER.

SURGICAL CHIROPODIST.

3, DUNDRELL STREET, HONGKONG. Has fixed his departure from here for SATURDAY.

the 24th February, positively last Delay.

OPINION OF THE PRESS.

(From the "Banyok Times.")

DR. SCHLOSSER, the well-known Surgeon Chiropractor, is an historical character; he has at least attended professionally on many historical characters, including a number of crowned heads. He possesses thousands of autographs and letters from people that "we read about in print." General J. A. Garfield, late President of the U.S., being one of them, the Viceroy of India being another. Many Officers of the Indian Army have testified in writing to his skill, among others Lieutenant General Mansfield Clarke and the Chief Civil Surgeon in India, all declaring that his operations are painless and performed in a few minutes.

(From the "Madras Mail.") From one who has been recently operated on by Dr. SCHLOSSER, we hear that the removal of Corns is done painlessly and quickly. As he removes the Corn by the root, the Cure effected is also permanent.

(From the "Rangoon Gazette.") DR. SCHLOSSER is a specialist in all kinds of ailments affecting the Feet, and has won quite a name for himself for the efficacious manner in which he has conquered all sorts of Corns, hard or soft, down from the feet of Royalty to those of much humbler rank. People who have spent much and suffered more should now avail themselves of the opportunity of having these most irritating and painful excrescences removed once for all, and without the least pain or inconvenience.

(From the "Egyptian Gazette," Alexandria.) DR. SCHLOSSER, who left such a good reputation both in Alexandria and Cairo, when he visited these Cities last year, has just returned to Egypt after a successful visit to Constantinople. Doubtless many of our readers suffer from Corns, and these will be grateful to learn M. SCHLOSSER'S mode of treating the same is permanent and painless, without bleeding, in a single operation extracting the root of the Corn, allowing the patient to put on his Boots and walk away immediately afterwards without the least pain or inconvenience. We have seen testimonials received from Dr. SCHLOSSER'S most distinguished patients, including some well known inhabitants of Alexandria and Cairo, whom he has succeeded in completely curing of their Corns.

3, DUNDRELL STREET, Hongkong Room No. 11, First Floor. Will leave Hongkong positively "SATURDAY, 24th FEBRUARY," last Delay.

Consulting from 9 A.M. till 5 P.M. N.B.—No professional connection with anyone.

ORIENTAL PRESS AGENCY

QUEEN'S ROAD, HONGKONG.

NEWSPAPER CORRESPONDENTS, STENOGRAPHERS, TYPISTS AND ADVERTISING EXPERTS.

SHORTHAND REPORTS FURNISHED.

Agents for the Sale of the

PENNSYLVANIA PULP & PAPER Co.'s

MACHINE FINISH

and

SUPERFINE PAPERS.

G. SCOTT CRANSTON,

Manager.

Hongkong, 12th January, 1900. [216]

VESSELS ON THE BERTH

FOR RANGOON.

(Taking cargo at through rates to MOULMAIN, ABRACAN PORTS, COCHIN, and MALACCA PORTS.)

THE British India S. N. Co.'s Steamship

"CAMORTA,"

Captain T. A. Collins, will be despatched as above on or about the 25th instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th February, 1900. [453]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.

For Freight, &c., apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd February, 1900. [400]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA,"

Captain Hildebrandt, will be despatched for the above port on or about 18th March.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 6th February, 1900. [427]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 8th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 6th February, 1900. [437]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABERGELDIE."

FROM PORTLAND OR YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED, Agents.

Hongkong, 3rd February, 1900. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF LONDON."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 7th February, 1900. [110]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are hereby landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 13th February, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th February, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 8th February, 1900. [6]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

OF THE NORDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 14th Feb., and MONDAY, the 19th February, at 9.30 A.M.

All claims must reach us before the 21st February, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 7th February, 1900. [12]

"BEN" LINE OF STEAMERS.

STEAMSHIP "BENVENUE"

FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th February, 1900. [452]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"CLYDE"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex ss. *Oceana* and *Carthage*.

From Australia, ex ss. *Australia*.

From Persian Gulf, ex B.T. S.N. & P. & S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. BITCHIE, Superintendent.

Hongkong, 3rd February, 1900. [1]

VISITORS AT HOTELS.

HONGKONG HOTELS.	
Mr. J. H. Atkinson	Mr. J. Y. Mayson
Mr. E. Alchaster	Mr. A. Campbell Macmillan
Mrs. Angus	Mr. J. McDonald
Mr. J. A. Barker	Mr. & Mrs. E. McLeod
Mr. W. S. Bailey	Mr. T. S. Messer
Mr. J. B. Barlow	Mr. E. O. Murphy
Col. Chay Bird	Miss Mylan
Com. Blackburn, R.N.	Mr. O. Newham
Mr. & Mrs. A. H. Bottemheim	Col. & Mrs. Newman
Mr. Franklin Brooks	Mr. & Mrs. Nichols
Mr. F. W. Brooks	Mr. Van Nip
Mr. T. F. Burgdorf	Mr. K. Oehlschlaeger
Mr. W. T. Burwell	Mr. A. O. Ogden
Mrs. M. D. Brewer	Mr. E. W. Oden
Mr. J. C. Byron	Mr. J. J. O'Neill
Mr. H. B. Carter	Mrs. George L. O'Neil
Mr. T. P. Chapman	Miss O'Neil
Mr. & Mrs. W. T. Church	Mrs. V. Parfit
Dr. & Mrs. F. Clarke	Mr. E. C. Potter
Mr. J. Crutcher	Mr. C. I. Price
Mr. & Mrs. P. A. Davis	Mr. F. T. Richards
& maid	Mr. & Mrs. D. Reitz
Comdr. & Mrs. Pudsey Dawson	Mr. J. Reville
Mr. P. C. Denroche	Mr. G. E. Richardson
Mr. & Mrs. A. M. Drake	Mr. S. J. Robin
Miss Drum	Mr. R. T. Rolph
Miss Drysdale	Lieut. Col. Ryan
Mr. & Mrs. Earnshaw & 2 children	Mr. E. M. Schevell
Mrs. T. H. Eddy	Mr. & Mrs. Schur, maid
Mr. M. Fletcher	& children
Mr. H. H. Fuller	Mr. & Mrs. Se. moar
Mrs. Glover	Mr. H. Simmins
Capt. G. dard	Mrs. S. R. Smith
Major & Mrs. Griffin	Mr. S. Gordon Smith
Mr. R. J. Hall	Dr. A. G. Smith
Mr. W. H. Hamilton	Mrs. E. Smith
Mr. G. Haves	Mr. A. J. Hamilton
Mr. & Mrs. H. H. Horsey	Miss Smith
Mr. T. Howard	Mr. F. W. Stoddart
Mr. H. N. Hudson	Mr. Basil Taylor
Mr. H. W. Hutchinson	Mr. W. J. Tipt
Mr. F. M. Ieston	Mr. H. S. Vaughan
Mrs. & Mrs. Jeffrey	Mr. G. Waghorn
Mr. L. E. Johnston	Mrs. R. W. Wadlow
Mr. & Mrs. Joseph	Capt. & Mrs. R. P. Wal-
Mr. E. A. Katsch	ling and child
Mr. Kinghorn	Mr. & Mrs. Miss Whitley
Mr. P. S. King	Mr. & Mrs. A. W.
Mr. & Mrs. Klamberg	Whitley
Mr. & Mrs. Norton	Mr. & Mrs. T. Bagnall
& child	Wild
Mrs. J. E. Lambie, child and maid	Mr. E. L. Woodin
Mr. E. C. Leggatt	Mr. H. Wolff
Miss Leola	Mr. & Mrs. Worfield
Mr. L. A. Levy	Mr. A. L. Young
Mr. R. J. Macgowan	Mr. & Mrs. Zanin
Mr. H. R. Mason	Mr. J. M. de Zuniga

PEAK HOTEL.

Mr. H. F. R. Brayne	Mr. Chintrey Inchaup
Colonel Brown	Mr. F. B. Jacob
Mr. Louis Berlingoigne	Major G. R. St. John
Mr. Bruce and maid	Capt. Kofod
Mr. P. Bone	Mr. J. E. Lee
Cap. A. C. Clark	Mr. H. Martin
Mrs. A. C. Clark	Mr. H. Mitchell
Capt. Van Cleave	Mr. & Mrs. Mounsey
Sir John W. Carrington	Capt. Freyman
Mr. G. H. Dann	Hon. H. E. Pollock
Mr. P. Dow	Comdr. R. M. Rumsey
Mr. F. J. Haver Droe	Mr. A. Findlay Smith
Mr. J. S. Beakel	Mr. Albert Smith
Mr. A. Forter	Mr. G. Stokes
Li-Col. A. R. Fraser	Mr. A. P. Stokes
Mr. H. H. Gompertz	Mr. O. D. Thomson
Colonel E. H. Gorge	Mess Reale Wardwell
Colonel Th. O'Gorman	Miss Wardwell
Mr. Edward F. Grass	Mr. G. H. Wheeler
Mr. D. M. Graham	
Mr. J. Hays	

CRAIGSBURY.

Mr. C. Clementi	Miss Penny
Mr. H. G. Dowler	Mrs. Albert Smith Rice
Rev. Francis Flynn, R.N.	Miss Ellen A. Rice
Rev. F. T. Johnson	Lieut. C. F. Snow, U.S.N.
Mr. R. F. Johnston	Mrs. C. F. Snow and daughter
Mrs. Libaud	Capt. C. B. Simonds, R.A.
Mrs. M. J. Miller	Mrs. Simonds
Miss Maud Miller	Consul Volpicelli
Miss Caroline Miller	Madame Volpicelli
Miss Julia Miller	Mrs. Wrig

THE WARELEY HOTEL.

Mr. & Mrs. J. Andrew	Mrs. Leigh Hunt
Mr. H. Berkley	Miss Helen Hunt
Mr. Thos. Canty	Mrs. Geo. Lawless
Capt. & Mrs. T. H. Christie and child	Mr. Jos. T. Roach
Captain Wm. Frakes	Mr. H. Shoolbred
Capt. & Mrs. Frampton	Mr. A. Tregillus
Mrs. A. F. Geig	Mr. F. J. Tregillus

CONNAUGHT HOUSE.

Staff-Ser. O. W. Andrews, R.N.	Mrs. J. C. Knepper
Mrs. O. W. Andrews and children	Lieut. J. C. Knepper, U.S.N.
Mr. & Mrs. D. Baldwin	Mr. & Mrs. Wm. Ladd
Master A. H. Cathcart	Lieut. C. Mackenzie, R.N.
U.S.N.	Mrs. C. Mackenzie
Capt. P. S. Dyson, A.P.D.	Lieut. J. R. Morris, U.S.N.
Lieut. C. R. Emrich, U.S.N.	Capt. J. T. Myers, U.S.M.C.
Mr. & Mrs. W. For-	Mrs. J. T. Myers
tescue	Mr. C. J. Naylor
Lieut. F. de Freitas	Mr. & Mrs. W. B. Robinson
Mr. Sydney Fulcher	Mr. R. Ryan
Mr. G. C. Fullerton	Mr. E. M. Schwabe
Mr. L. A. Genge	Mr. & Mrs. D. L. Smith
Mr. & Mrs. F. W. Hall	Dr. J. J. Snyder, U.S.N.
Lieut. A. Hamilton, R.N.	Mr. S. B. Terry
Mrs. A. Hamilton	Mr. W. B. Walker
Captain Jewell, U.S.N.	
Mr. S. R. Jopson	

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO

KATSHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL	ANNUAL OUTPUT
YEN 12,000,000	800,000 TONS.

PORTS OF EXPORT—

OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH

Agents for Hongkong.

TO SHIPMASTERS

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as Foul Water is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FRAG IV.

J. W. KEW & CO.

STEAM WATER BOAT COMPANY.

Hongkong, 9th October 1898.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NATY BOILED

LONG PLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,

Manager.

Hongkong, 17th February 1899.

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.

To be had at Messrs. KELLY & WALSH, LD.

Daily Press Office.

Hongkong, 28th October, 1898.

CARBOLINEUM-AYENARIUS

Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,

LUTGENS-EINSTMANN & CO.

Hongkong, 31st August, 1897.

DEMY OCTAVO, pp. 248. Price, \$2.50.

WARLIKE EXPLOITS OF THE

MERCHANT NAVY by J.

FETHERSTONHAUGH

Published at the HONGKONG DAILY PRESS Office, and to be had from all Booksellers.

Hongkong, 21st December, 1894.

E HING.

IRON, STEEL, YELLOW METAL, COPPER AND HARDWARE.

MERCHANT.

No. 18, WING WOO STREET, HONGKONG.

Hongkong, 18th January, 1900.

YEE SANG & CO.

COAL MERCHANTS

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Agents—Care of Messrs. KWONG SANG & Co. No. 68, PRAYA.

MITSUI BUSSAN KAISHA

No. 6, TOR HOUSE STREET, PRAYA CENTRAL.

Head Office—TOKYO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—

Mitsui Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshioka Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuki Coal Mines.

Iohimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamao Coal Mines.

Mazouza Coal Mines.

The Osaka Shosen Kaisha, Limited.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kaneaguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mitsui Cotton Spinning Mills.

Onoda Cement Company.

Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 19th August, 1899.

HONGKONG STEAMERS.

Abergeldie, British str., 2,438, Murray, Feb. 3.

Dodwell & Co., Limited.

Bengloe, British str., 1,593, Thomson, Feb. 2.

M. B. Kaisha.

Benvenue, British str., 1,467, Potter, Feb. 7.

Gibb, Livingston & Co.

Carmarthenshire, Brit. str., 1,378, Busch, Feb. 5.

Butterfield & Swire.

Changaba, British str., 1,461, Moore, Feb. 2.

Butterfield & Swire.

Chowfa, British str., 1,050, Williamson, Jan. 17.

Butterfield & Swire.

Chungang, British str., 1,418, Buller, Jan. 29.

Jardine, Matheson & Co.

Chwahan, British str., 1,281, Messer, Jan. 28.

Bradley & Co.

City of London, British str., 2,056, Scarff, Feb. 7.

Dodwell & Co., Limited.

Daphne, German str., 3,271, Nissen, Dec. 31.

Siemssen & Co.

Empress of India, British str., 3,003, Marshall, Jan. 23.

C. P. R. Co.

Esmeralda, British str., 986, Bland, Feb. 6.

Shewan, Tomes & Co.

Fushun, Chinese steamer, 1,504, Lunt, Feb. 1.

Chinese.

Gaelic, British steamer, 2,891, Finch, Feb. 6.

O. & S. N. Co.

Glengarry, British str., 1,214, Gedye, Feb. 8.

McGregor Bros. & Gow.

Glenogle, British str., 2,106, Hutcheon, Feb. 2.

Dodwell & Co., Ltd.

Haimun, British str., 636, Hodgins, Feb. 6.

Douglas Laprak & Co.

Haitan, British steamer, 1,133, Rouch, Feb. 7.

Douglas Laprak & Co.

Hoibao, French steamer, 509, Gerard, Jan. 24.

A. R. Marty.

Hunan, British steamer, 1,196, Frayer, Jan. 24.

Butterfield & Swire.

Hitachi Maru, Jap. str., 3,326, Anderson, Feb. 7.

Nippon Yusen Kaisha.

Iburi Maru, Jap. str., 1,805, Okuma, Feb. 3.

Order.

Ichang, British str., 1,028, Jones, Jan. 17.

Butterfield & Swire.

Idzumi Maru, Jap. str., 3,235, Carnow, Feb. 2.

Nippon Yusen Kaisha.

Leander, Norwegian str., 1,752, Olsen, Dec. 25.

Dodwell & Co., Limited.

Lightning, British str., 2,123, Belson, Feb. 6.

David Sassoon, Sons & Co.

Loosok, British str., 1,020, Jackson, Feb. 6.

Butterfield & Swire.

Maidgura Maru, Japanese str., 667, Ogata, Feb. 7.

Mitsui Bussan Kaisha.

Proser, Norw. str., 789, Torstensen, Feb. 3.

Geo. R. Stevens & Co.

Quarta, German str., 1,146, Joannesson, Feb. 3.

Sander, Wieler & Co.

Robt. Dickinson, British str., 1,339, McDonnell, Feb. 8.

Arnhold, Karberg & Co.

Sachsen, German steamer, 3,118, Meitz, Feb. 7.

Melchers & Co.

Sado Maru, Jap. str., 3,856, Thompson, Feb. 8.

Nippon Yusen Kaisha.

St. Andrews, Norw. str., 1,971, Horgen, Feb. 2.

Order.

Shansi, British steamer, 1,250, Carnaghan, Feb. 2.

Butterfield & Swire.

Siam, British steamer, 992, Holton, Jan. 28.

Bradley & Co.

Tategami Maru, Jap. str., 1,273, Tornoe, Feb. 6.

M. B. Kaisha.

Tetartos, German str., 1,528, Desler, Feb. 4.

Siemssen & Co.

Trieste, Austrian str., 3,223, Mitis, Feb. 7.

Sander, Wieler & Co.

Tritos, German steamer, 1,433, Lassen, Feb. 3.

Siemssen & Co.

Tyr, Norwegian steamer, 1,418, Gram, Feb. 4.

Order.

Victoria, British str., 1,992, Panton, Jan. 30.

Dodwell & Co., Limited.

Whampoa, British str., 1,109, Garrioch, Feb. 8.

Butterfield & Swire.

Wongkol, British str., 1,116, Pigot, Jan. 21.

Chinese.

Wuhu, British steamer, 999, Benson, Jan. 30.

Butterfield & Swire.

SAILING VESSELS.

Allerton, British ship, 1,938, Toye, Jan. 31.

Admiralty.

Bittern, British barkentine, 399, Askins, Jan. 13.

Siemssen & Co.

Brodie-Castle, Brit. ship, 1,744, Olsen, Jan. 29.

Standard Oil Co.

Emily Reed, Amr. ship, 1,430, Nickels, Feb. 1.

Standard Oil Co.

Isaac Reed, Amr. ship, 1,887, Watts, Feb. 8.

Standard Oil Co.

Trafalgar, British 4-m. bark, 1,618, Wright, Dec. 26.

Sander, Wieler & Co.

Taleukun, Amr. schr., 74, Melander, Jan. 1.

Master.

Waratah, British schr., 25, Haynes, Sept. 23.

F. W. Hall.

